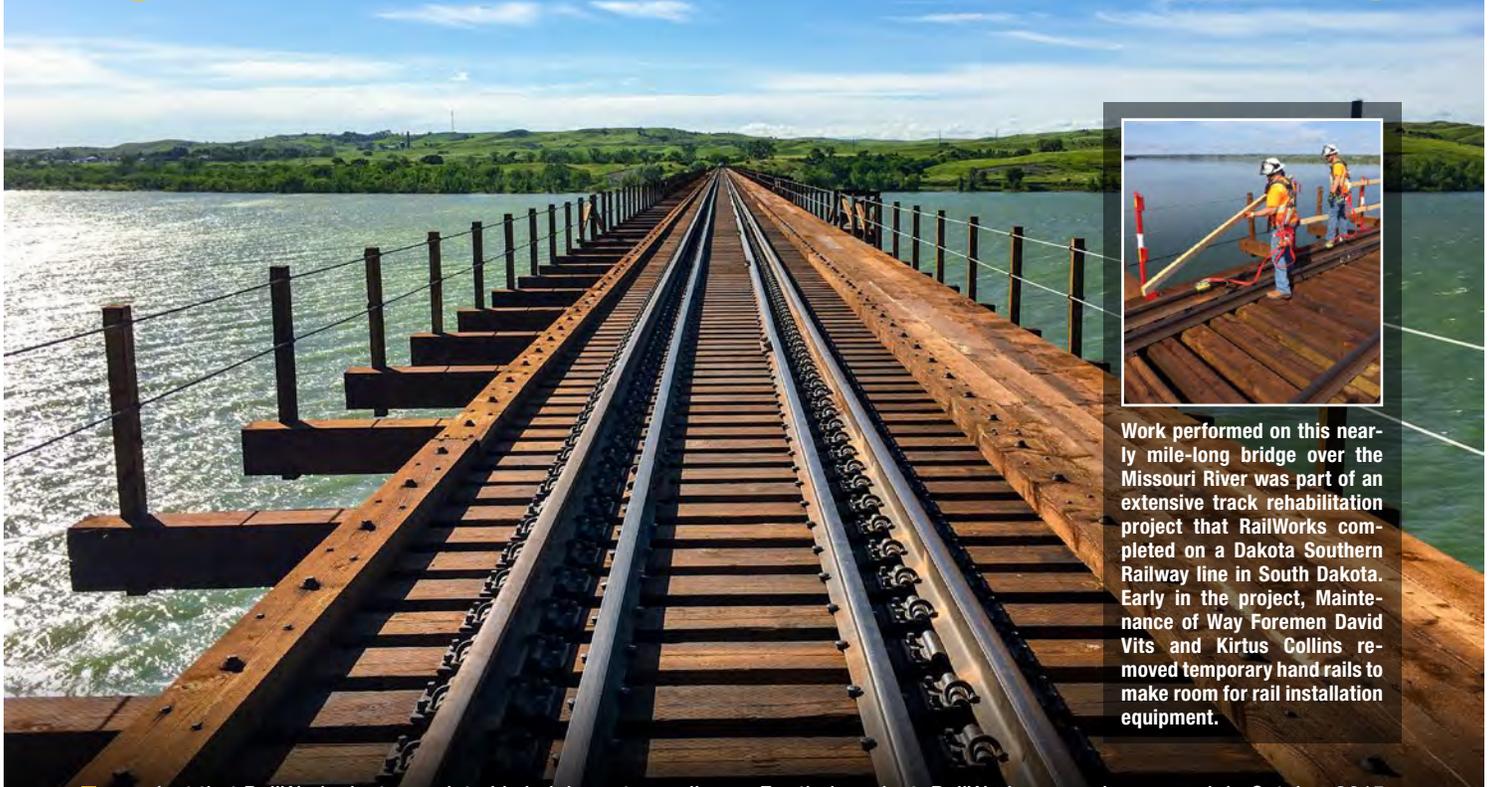


RAILWORKS® TODAY

*A monthly newsletter for employees of
RailWorks Corporation and its subsidiaries*

Big Boost for South Dakota Farm Economy



Work performed on this nearly mile-long bridge over the Missouri River was part of an extensive track rehabilitation project that RailWorks completed on a Dakota Southern Railway line in South Dakota. Early in the project, Maintenance of Way Foremen David Vits and Kirtus Collins removed temporary hand rails to make room for rail installation equipment.

A project that RailWorks just completed is helping return reliable rail service to crop producers in South Dakota, boosting the region's farm economy.

Traffic had fallen off on the Dakota Southern Railway (DSRC)'s Mitchell-Rapid City (MRC) line, which runs generally parallel to Interstate 90 across most of the southern third of South Dakota. RailWorks' charge was to improve 42 miles of essentially unusable track on the state-owned line to a Federal Railroad Administration (FRA) Class 2 rating. The upgrades increase the maximum train speeds (from 10 mph to 25 mph) and allow for heavy-axle rail cars carrying thousands of pounds of grain or soybeans. Additional prior upgrades elsewhere on the MRC line, coupled with the construction of larger-capacity grain elevators that have more room to stage longer trains, are good for a state that relies heavily on the export of crops like corn and soybeans. Crops are now moving to market faster and in higher volume, and the added rail transport means they can ship more economically than on truck or barge.

For their project, RailWorks crews began work in October 2015, starting in Chamberlain and working westward. To keep the job on track for key milestones in September and October, RailWorks mustered multiple resources with varied capabilities: The Track, Bridge and Maintenance of Way (MOW) divisions joined together to provide the necessary repairs and upgrades. During a six-week peak period from mid-May through June, RailWorks engaged as many as 85 employees on the project.

Crews replaced about 435,000 linear feet of 65-, 70- and 75-lb. rail on the line with 132- and 136-lb. rail and installed continuous welded rail on a mile-long bridge across the Missouri River near Chamberlain. They replaced more than 59,000 timber ties, installed 12 turnouts and 39 crossings, and surfaced and ballasted the 42 miles of track. RailWorks finished the job October 31, a mile west of Presho.

Project Manager Michael Rood of the RailWorks Track Cen-

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tral region led the \$14 million project, with assistance from Project Manager Mark Hornby of RailWorks Track West and Production Superintendent Scott Collins. Michael says at the outset of the job, he was shocked to see the condition of the track.

“The track was completely run down and hadn’t been run on for several decades. That made it that much more difficult for our MOW equipment to do prep work, change out ties and upgrade the rail section.”

Another challenge was a portion of the track, at Chamberlain, that crosses the Missouri River on a 4,900-foot-long railroad bridge. “Just the sheer length of it” was daunting, let alone working about 40 feet over the water most of the way, and in the confines of the bridge’s 10-foot-wide deck. Crews welded together 10 rail strings of over 1,000 feet each to install 5,280 track feet of continuous welded rail (CWR) on the bridge, with another 190 track feet of CWR extending off each end of the bridge. They had to assemble, deliver and install the CWR on the bridge after removing old, jointed rail. “We had to change it from existing jointed rail to all ribbon rail. So we had to flash-butt weld 39-foot pieces of rail together to make our strings and then get those strings — welded about a mile and half from the bridge itself — onto the bridge.”

RailWorks picked up some production time in its approach to hauling and dumping the ballast. It leased a locomotive and train crew from DSRC and train cars from another railroad that owned a rock quarry. That system allowed for handling 20 carloads of ballast at a time to cover the project’s 42 miles.

Michael says coordinated teamwork among the RailWorks business units was a major factor for the job’s success. “It took continuous communication between work group leaders, so that all work groups could be successful in achieving their goals and to foster ownership in how they made up a significant portion of a whole collective effort. We ensured all employees understood their roles in

order to achieve their expected production on a given day or week or month, and we tried to recognize everyone who performed productive work safely.

“We had to call on just about every type of resource we could get in order to meet our deadline. It was a large collaborative effort.”

Project Leadership Team

Michael Rood, Project Manager (Central)

Mark Hornby, Project Manager (West)

Scott Collins, Production Superintendent (Maintenance of Way)

Greg Schreiner, On-site Safety Lead

Jammie Radmer, Tie & Rail Gang Foreman (West)

Antonio Varela Cectas, Tie & Rail Gang Foreman (West)

Silverio Martinez Trejo, Foreman (West)

Steve Riggs, Grapple Truck Operator (West)

Shon Reddick, Mechanic (West)

Rob Wakefield, Mechanic (West)

Johnny Hopkins, MOW Rail Gang Foreman

Jeremy Hopkins, MOW Rail Gang Foreman

Kirtus Collins, MOW Foreman

Randy Nobles, MOW Mechanic

Joe Hunt, MOW Mechanic

Scott Lowery, Bridge Foreman (South)

Steven Leslie Chambers, Surfacing Crew Foreman & Operator (Central)

Bill Kadrliek, Track Foreman (Central)

Roger Recker, Track Foreman (Central)

Andrew Kadrliek, Track Foreman (Central)

Tom Field, Grapple Truck Operator (Central)



Crews met the project’s September 1 key milestone deadline to complete work on the 32 miles from Chamberlain to a newly constructed Wheat Growers grain elevator in Kennebec (pictured), about halfway between Rapid City and Sioux Falls. The facility opened in October.

RAILWORKSMART RAILWORKSAFE

Prepping and Operating Trucks in Winter Weather

There's no denying it now. Winter is here to stay. It's never too late to learn from others when it comes to staying safe in winter conditions. As a follow-up to the winter weather tips in our November issue, here are some recommendations for operating equipment in wintertime conditions.

Well-Equipped Trucks

Before winter weather hits, we check the tread on the tires of all of our trucks to make sure they have adequate tread for snowy, icy and wet conditions. We also equip our trucks with winter safety kits containing these items:

- a window scrapers/brush
- winter-rated windshield wash
- extra gloves or mitts
- booster cables
- blankets
- flares and road triangles
- a standard first-aid kit



Brad Belcourt
Area HSE Manager
PNR RailWorks,
Prairie Region

Proper Tires

All new RailWorks trucks are ordered with 10-ply, all-terrain tires with aggressive tread for better handling in snow, dirt, and mud. The 10-ply tires hold up to the abuse of ballast and rock we encounter as well. All of our trucks in the north/snow belt regions also come equipped with four-wheel drive, or all-wheel drive for the larger SUVs. We recommend drivers be proactive and take advantage of four-wheel drive in high range or all-wheel drive when traveling in snow or on unplowed road conditions.



Dale Walker,
Equipment Manager
Equipment
Management
Department

Adequate Weight Over Rear Axle

Almost all our trucks have toolboxes in the rear bed, delivering weight over the rear axle to provide adequate traction. But bear in mind that manufacturers are using aluminum and other lightweight components for their body parts to reduce vehicle weight and increase fuel economy. This puts less weight over the rear axle. As a result, there is less weight applied to the tires to grip snow or ice. So in instances when a truck is not carrying a toolbox or other heavy load, we recommend loading a few timbers, or some rail iron in the bed for additional weight. If you cannot find something suitable, sandbags are available at most tractor supply stores. It may take as much as 150 to 200 lbs. of weight near the wheel wells to get better traction.

Smart Driving Practices

In the news this winter season, we've seen accidents where drivers are not driving for winter weather. They are going too fast for conditions or traveling too close to the vehicle in front of them. We recommend that managers remind drivers to slow down, especially when navigating curves, inclines and when there's poor visibility. Keep adequate distance from the vehicle in front of you, leaving room so you can suddenly stop and avoid a collision. Remember that it's okay to determine that conditions are too severe to proceed.



PNR RailWorks' Prairie Region in Alberta equips trucks with winter safety kits to protect crews should they get stranded on the road or at a project site.

Advance Planning for Drivers

We also remind drivers of these winter-weather tips:

- Have a minimum of a half a tank of fuel at all times whenever practical.
- Before leaving, check the entire route for highway driving conditions, such as snow, ice, and fog.
- Be sure to have a cell phone in the vehicle and have a communication plan, such as checking in with a foreman or supervisor once you reach your destination.
- Keep extra water, snacks or energy bars in the vehicle as well as tea lights and a lighter. These supplies will help to keep workers warm and hydrated to help prevent hypothermia should they be stranded in the vehicle because of inclement weather.



Avoid wrecks like this by slowing down and driving defensively for winter conditions.

News Across the Line

RailWorks Maintenance of Way

RailWorks' rail grinding business continues to experience growth. The company recently added a third grinder to its fleet and anticipates adding a fourth in the near future. In January, two of RailWorks' grinders will begin work for BNSF Railway in Montana and Louisiana. The other will be at work for CP in Minnesota.

Through this efficient specialty service, RailWorks is providing these Class I railroads with corrective and maintenance grinding to keep their rail profiles in top condition. RailWorks is operating grinders



A RailWorks Maintenance of Way crew member shuts down grinding operations for the day on BNSF Railway near St. Paul, MN.

from Harsco Rail equipped with its Jupiter II Control System, a laser profile measurement system that provides accurate and reliable measurement of rail profiles in real time. Each of RailWorks' 44-foot machines uses a 10- or 20-stone grinding configuration to precisely shape the rail head to repair defects and prolong track life. From a computerized readout on screens in the grinder cabs, foremen can monitor grinding patterns, stone angles and each motor's set-down and pickup details.

FALSE-CLAIMS COSTS: \$125 MILLION

AECOM Energy and Construction Inc. recently agreed to pay \$125 million to resolve a false-claims lawsuit that was filed by several clients against AECOM's predecessors in interest, including Bechtel Corp. and URS Corp. The lawsuit alleged that AECOM made false statements and claims to the Department of Energy (DOE) by charging the DOE for deficient nuclear quality materials, services, and testing at the DOE's site in Richland, WA. It also claimed that Bechtel improperly used federal contract funds to pay for a comprehensive, multi-year lobbying campaign of Congress and other federal officials for continued funding of an ongoing project.

Reminder: Anytime a claim for payment is submitted on a government-funded project, the claim for payment and everything submitted in support of that claim must be permissible under the contract and 100 percent accurate in



order to avoid a potential false-claim allegation. This includes not billing for material or services that are known to be defective or not in conformance with the contract specifications. Additionally, lobbying in connection with any government contract is highly regulated and restricted. Pursuant to RailWorks Standards of Conduct, no employee of RailWorks may engage in any form of lobbying without written approval of the President and General Counsel.

As demonstrated by the AECOM case, the failure to comply with these requirements could be significant.

Watch for more "Compliance Matters" examples in *RailWorks Today* illustrating why compliance is a priority for RailWorks. Employees can

address any questions or comments to RailWorks' Assistant General Counsel and Chief Compliance Officer Christopher K. Smith.

Calendar Notes

RailWorks Events

Jan. 11-13	RailWorks Leadership Meeting	Boca Raton, FL
Jan. 4-5	SoCal Region Safety Training	Santa Fe Springs, CA
Jan. 26-27	West Region Safety Training	Chehalis, WA

RailWorks Events

Jan. 8-11	National Railroad Construction and Maintenance Association (NRC) Conference	Boca Raton, FL
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